

INFORMATION REPORT

CD NO.

COUNTRY USSR (Ukrainian SSR)

SUBJECT Kiev Aircraft Plant

CONFIDENTIAL

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THIS IS UNEVALUATED INFORMATION

1. Location:

On the western perimeter of Kiev

2. Designation:

Plant No 480 or 482.

3. Plant history:

a. The plant was considerably damaged during the war; only the foundations of the workshops remained. Part of the machinery was dismantled and the remainder demolished or destroyed. According to fellow PWs, they had engaged in reconstruction work since 1945. Two assembly workshops were in operation in May 1947. Work was being done on the roofs of most of the workshops. The machinery arrived in many railroad shipments from Germany.

b. The foundry was newly equipped and put into operation in late 1948. The boiler house was given a new roof. All workshops were completely equipped so that they could be put into operation when the PW camp was dissolved in February 1948. Only the former glass factory in the plant area was not yet reconstructed.

4. Plant management and work force:

Civilian engineers were in charge of the management but about 10 to 15 Soviet Air Force officers were also always in the plant. A commission of air force officers (who changed since the same faces and ranks were not always seen) also appeared every week.

About 500 civilian workers who were quartered in cantonment buildings in the plant area worked in one shift in the departments in operation.

5. Production:

February 1948. Alterations were allegedly effected in the meantime. No test flight was made until February, 1948.

6. Description of helicopter: (see also Annex):

Power plant: Two in-line engines set under the center of the upper wing, four-bladed propeller, 2 meters in diameter, 1 meter above wing.

Wings: Biplane, upper wing above fuselage, span from 7 to 8 meters, 1.5 meters wide, flat, straight, both edges parallel, tips rounded, not dihedral or swept back. Lower wing same as upper wing but slightly shorter and slimmer, set at mid-fuselage, connected with upper wing by struts.

Fuselage: About 7 to 8 meters long, 1.2 meters in diameter, almost cylindrical, rounded off at fore and rear, stubby, no considerable taper to the aft.

Cockpit: Set forward of wings, upper half of fuselage glazed, aft of it left-handed entrance door, two tandem seats front to the fore.

Tail unit: Rudder assembly on tail of fuselage, shape not exactly remembered (about as reproduced on sketch). Elevator assembly set at about mid-tail, leading and trailing edges parallel, tips rounded.

Landing gear: Long-legged, similar to Fieseler Storch, slightly bent to the fore, spread, not retractable, single-tired, small tail wheel.

Armament: None.

Paint: Dark green, [redacted]

a. Between the Fall of 1947 and February 1948 [redacted] plane at least 20 times, sometimes at a distance of only 5 meters when it was towed to the test stand escorted by many civilians, probably engineers. The engines ran for many hours on the test stand.

Comment:

a. [redacted] confirmed the attached sketch of the helicopter being constructed in Kiev.

b. It is, however, assumed that [redacted] described the Bratukhin Omega helicopter in a layman-like way.

c. The confirmed reports show that the production of helicopters in the plant dates back as far as 1946 and that, during the time of probation, test and acceptance flights with the helicopter type were made.

1 Annex: Helicopter Manufactured in the Kiev Aircraft Plant

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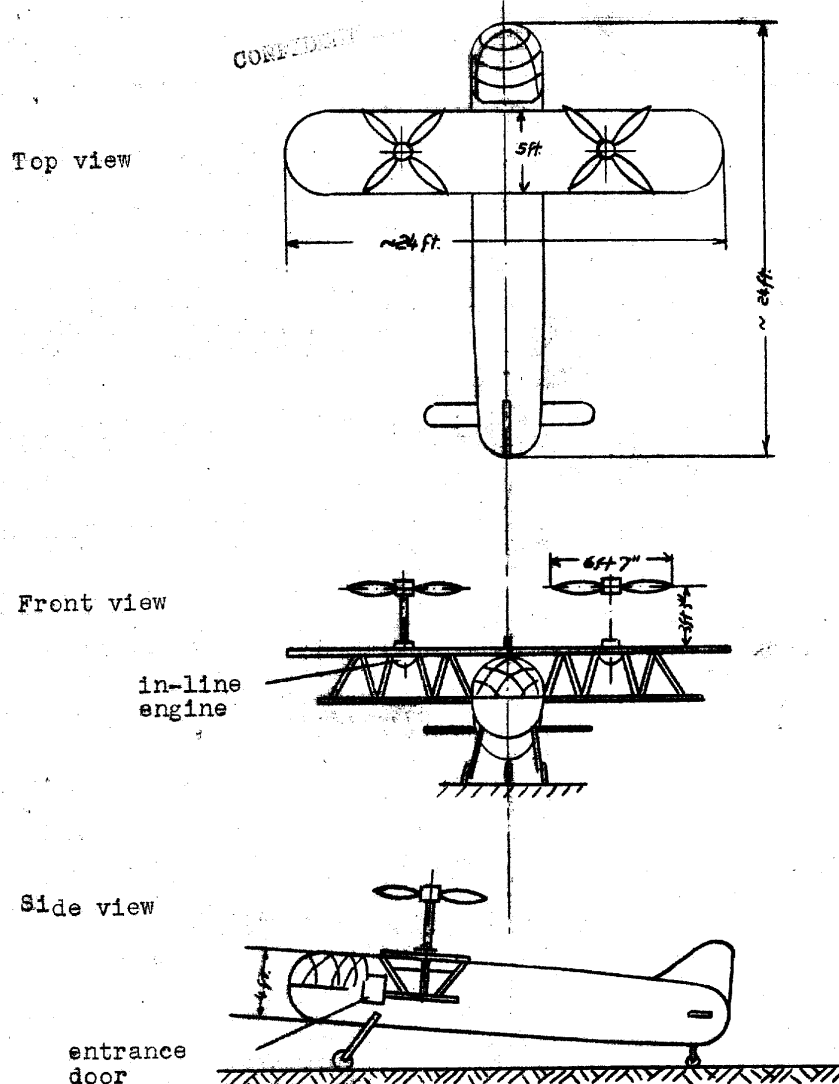
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Helicopter manufactured in the KIEV Air



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